NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.321

National Policy

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SUBJ: Creation of Specialty Aircraft Examiners as an Additional Designated Pilot Examiner Type

1. Purpose of This Notice. This notice provides guidance to Federal Aviation Administration (FAA) aviation safety inspectors (ASI) on program policies and procedures related to Specialty Aircraft Examiners (SAE), which are created as a new Designated Pilot Examiner (DPE) type. SAEs include those examiners that were previously National Designated Pilot Examiners and Flight Engineer Examiners (NDPE/FEE), Experimental Aircraft Examiners (EAE), Sport Pilot Examiners (SPE), and Sport Pilot Flight Instructor Examiners (SFIE). Additional designees may be added to the SAE type if future needs require examiners that do not fit into the traditional DPE types.

> **Note:** This guidance is considered to be supplemental to FAA orders and Federal regulations.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) ASIs. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators can find this notice on the FAA's Web site at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Authority. Title 49 of the United States Code (49 U.S.C.) § 44702 is the authority for delegation of testing for the issuance of an Airman Certificate. The law, in part, states that "...the Administrator may delegate to a qualified private person, or to an employee under the supervision of that person, a matter related to (A) the examination, testing, and inspection necessary to issue a certificate under this chapter; and (B) issuing the certificate."

5. Purpose of the Creation of SAEs. Prior to the creation of SAEs, there were approximately 17 examiners managed by the General Aviation and Commercial Division (AFS-800) that were designated as NDPE/DFEEs and EAEs. This group averaged approximately 18 checks per examiner per year. Additionally, there were approximately 50 SPEs managed by the Light Sport

Aviation Branch (AFS-610) and they averaged approximately four tests per examiner per year. The FAA does not have the resources at the FSDO level to provide the necessary oversight of the examiners qualified in these aircraft, and it is not cost effective to increase the number of inspectors qualified in vintage, experimental, and light-sport aircraft (LSA) due to the very low activity level. Having a single FAA group (AFS-610) responsible for the management of the designees will enhance standardization and allow for the minimum number of ASIs required to provide management and oversight.

6. The National Program Office (NPO). The NPO for SAEs is AFS-610. AFS-610 is responsible for the selection, appointment, oversight, renewal, and termination of all Vintage Aircraft Examiners (VAE), National Flight Engineer Examiners (NFEE), and EAEs. AFS-610 will manage and issue a Certificate of Authority (COA) letter to all SAEs authorized to conduct tests and/or checks in any of the aircraft listed as vintage or experimental aircraft on AFS-610's Web site. While an SAE may have an additional authorization as a DPE, with a COA issued by a FSDO, the local FSDO will not be the managing office with respect to the designee's authorization in vintage or experimental aircraft. That management responsibility lies solely with AFS-610.

7. Types of SAEs. SAEs are authorized to conduct tests and checks in aircraft, or for operating privileges, that require specialized experience. Listed below are the types of SAEs that exist as a result of the creation of this DPE type. Should the need arise for an additional type of SAE, the Regulatory Support Division (AFS-600) has the authority to define the new type of SAE and will determine the eligibility requirements as well as privileges and limitations of the new SAE type.

a. Vintage Aircraft Examiner (VAE). A VAE may conduct practical tests for type ratings or conduct Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.58 proficiency checks in specifically authorized makes and models of aircraft or authorized groups of aircraft which are no longer in significant commercial service (these can be found on AFS-610's Web site).

b. National Flight Engineer Examiner (NFEE). An NFEE conducts airman certification practical tests in large vintage aircraft requiring a Flight Engineer (FE), which are no longer in significant commercial service. These examiners may also conduct or be limited to checks required by 14 CFR part 91, § 91.529.

c. Experimental Aircraft Examiner (EAE). An EAE conducts practical tests for the issuance of an FAA authorization, and conduct § 61.58 proficiency checks in specifically authorized makes and models of experimental aircraft that require an FAA-issued authorization to act as pilot in command (PIC).

d. Sport Pilot Examiner (SPE). An SPE conducts testing only in aircraft that meet the definition of LSA. An SPE may issue a Sport Pilot Certificate. An SPE with the appropriate ratings and who meets the eligibility requirements of the current edition of FAA Order 8900.2, General Aviation Airman Designee Handbook, may be issued the following additional authorizations:

(1) Private Pilot Examiner (PE): May issue private pilot certificates with Weight Shift Control (WSC)/Powered Parachute (PPC)/Gyroplane category and class ratings only.

(2) Commercial Pilot Examiner (CE): May issue Commercial Pilot Certificates for rotorcraft category and gyroplane class only.

e. Sport Pilot Flight Instructor Examiner (SFIE). SFIEs conduct testing only in aircraft that meet the definition of LSA. A SFIE may issue a flight instructor certificate with a sport pilot rating. An appropriately rated SFIE who meets the eligibility requirements in Order 8900.2 may be issued the additional authorization of Flight Instructor Examiner (FIE). FIEs may issue a part 61 subpart H flight instructor certificate with a gyroplane rating.

8. Eligibility Requirements. In addition to the general minimum qualifications, an SPE must also meet the eligibility found in Order 8900.2, Chapter 7, Designated Pilot Examiner (DPE) Program, Figure 7-1, Experience Required for Initial Designation as a Sport Pilot Examiner.

Table 1. Eligibility Requirements for Designation as a Vintage Aircraft Examiner, National Flight Engineer Examiner, and Experimental Aircraft Examiner

ELIGIBILITY REQUIREMENTS	VINTAGE AIRPLANES	VINTAGE GROUP	EXPERIMENTAL AIRCRAFT	FLIGHT ENGINEER	GLIDERS
CERTIFICATES REQUIRED	Commercial and Instrument or Airline Transport. Flight Instructor Airplane.	Commercial Pilot and Instrument or Airline Transport Flight Instructor	Commercial and Instrument or Airline Transport. Flight Instructor Airplane or Helicopter, as appropriate.	Flight Engineer	Commercial Pilot Flight Instructor
CERTIFICATE CATEGORIES	Both with Airplane category	Both with Airplane category	Both with Airplane or Helicopter category, as appropriate	Flight Engineer	Both with Glider category
RATINGS AND AUTHORIZATIONS	Type Rating in the subject airplane	Type Ratings in least 3 vintage airplanes. At least one type rating within the group.	Experimental Aircraft Authorization in aircraft	Reciprocating, Turbopropeller, or Turbojet, as appropriate	

ELIGIBILITY REQUIREMENTS	VINTAGE AIRPLANES	VINTAGE GROUP	EXPERIMENTAL AIRCRAFT	FLIGHT ENGINEER	GLIDERS
HOURS AS PIC	5,000 1000 in airplanes, which includes at least 100 in past year, 100 in large vintage aircraft. 10 hours in type. 25 hours in the past year for renewal.	5,000 1000 in airplanes. 100 in large vintage airplanes, which includes 100 in the past year, 100 in large vintage aircraft. Must be current in more than one vintage aircraft. 25 hours in the past year for renewal.	5,000 1000 in airplanes, which includes at least 50 in past year. If applicable, 100 in large aircraft. 10 hours in type. 25 hours in the past year for renewal.	N/A	5000 25 in gliders.
HOURS AS FLIGHT INSTRUCTOR	100	100	100	N/A	100

9. Additional Specific Eligibility Requirements.

a. VAEs, NFEEs, and EAEs. VAEs, NFEEs and EAEs must meet the requirements of all applicable regulations, including § 61.58, to conduct a practical test from a pilot seat.

b. SPE and SFIE. If adding SPE or SFIE examining privileges in a category of aircraft for which the designee already holds PE privileges or above, the examiner need not meet the requirements for SPE designation found in Order 8900.2.

c. SPEs. DPEs who are authorized by a local field office to conduct airman testing at the private, commercial, or airline transport pilot (ATP) level may be authorized by that office to conduct additional airman testing at the sport pilot level. In this instance, the local field office assumes the authorization and management responsibility.

d. SFIE.

(1) The SFIE must already possess an active authorization for airman testing to the Sport Pilot Certificate level in a specific category and class of LSA. An SFIE may issue a Sport Pilot Certificate, Flight Instructor Certificate with a Sport rating, or a Flight Instructor Certificate with a Gyroplane rating, as applicable.

(2) If a designee possesses an authorization for airman testing at the recreational pilot level or above and is managed by a local FSDO, the SFIE authorization is granted by that FSDO with direct oversight. Otherwise, SFIE authorization is granted directly by AFS-610.

10. Application. VAE, NFEE, and EAE applicants must complete FAA Form 8710-10, National Examiner Board—Designated Pilot Examiner Candidate Application. Applicants will write the requested designation in Block 7 of the form. Since appointment responsibility belongs to AFS-600, VAE, NFEE, and EAE applicants must include a letter of recommendation from an AFS-600-recognized community-based organization (CBO), such as the Experimental Aircraft Association (EAA) or the Aircraft Owners and Pilots Association (AOPA).

a. FAA Form 8710-12. SPE/SFIE applicants must complete FAA Form 8710-12, Light-Sport Standardization Board—Designated Pilot Examiner Candidate Application.

b. Certificates. Application packages must include a legible copy of Airman and Flight Instructor Certificates held by the examiner candidate, and a copy of the examiner candidate's valid medical certificate (at least third-class) or a valid driver's license, as appropriate. Applicants should retain a copy of all application documents submitted to the FAA. Address the application package to:

FAA, National Examiner Board
Attn: Designee Quality Assurance Branch (AFS-650)
P.O. Box 25082 Oklahoma City, OK 73125-0082

c. Designee Management System (DMS). When the DMS is implemented, SAE candidates will submit an application through the DMS.

11. Training. Before appointment, SAE applicants must satisfactorily complete the initial training program for the designee type and authority for which they are being considered for appointment. The initial training will be conducted by online Web-based training, face-to-face classroom training, or both, depending on the authorized functions the prospective designees are seeking. Prospective designees can register for training through the Designee Registration System (DRS). Each designee must successfully complete the initial standardization training seminar requirement within 1 year before initial designation. In order to not exceed this 1-year limit, DPE applicants should not plan to attend initial training until they have been notified by the appointing FAA office that they have been selected for appointment.

12. Oversight and Surveillance. AFS-610 will integrate these designee types into their normal work program.

a. Evaluation. SAEs must demonstrate to the managing specialist that they have the knowledge and skill to properly administer a practical test through the satisfactory completion of a practical testing evaluation appropriate to the designation and authorizations held. A practical testing evaluation is the observation of a complete practical test. Such practical testing evaluations are required at varying intervals dependent on a risk-based approach.

b. Interviews. Each managing specialist will conduct interviews of recently certificated pilots. These interviews are to ensure that the SAE is properly following the practical test standards (PTS) when the FAA is not in attendance. Inform interviewees that the questions are to evaluate the testing procedure and are not a reexamination of their certificates. Conduct a sufficient number of interviews each fiscal year (at least five randomly selected airmen or

50 percent of the airmen newly certificated by the designee, whichever is fewer) to provide confidence that the SAE is properly conducting the test.

(1) If the interviews indicate that the SAE's performance is satisfactory, the managing office must adhere to the surveillance schedule in the National Work Program Guidelines (NPG).

(2) If the interviews of recently tested applicants indicate a deficiency with SAE performance, the managing office must conduct additional surveillance within 30 days of the discovery of a possible deficiency.

(3) If the SAE does not conduct a test within 30 days of the discovery of a possible deficiency, then the managing office must observe the next test conducted by the SAE.

c. Evaluation Schedule. In addition to the interviews outlined above, each managing office must conduct practical testing evaluations in accordance with the NPG. As stated above, a practical testing evaluation is the observation of a complete practical test.

d. Unsatisfactory Performance. If there is any indication of unsatisfactory performance (e.g., from interviews or complaints) the managing office must investigate and conduct additional surveillance in order to determine the actual performance of the SAE.

e. DMS. After the implementation of the DMS, practical testing evaluations will be conducted in accordance with the schedule produced in the DMS.

f. Purpose of Evaluation. The purpose of evaluating an SAE's conduct of the practical test is to ensure that the SAE follows testing procedures. This includes observation of the complete ground portion and the complete flight portion of the test. Unless the observation is being conducted from a required crewmember station, any qualified ASI (Operations) can conduct the complete evaluation (both ground and flight). It is not necessary for the ASI to be current and qualified in the aircraft, nor to be a participant in the AFS Flight Program. If the ASI is to serve as a required crewmember, however, then the ASI must also be current to serve as PIC in that aircraft. Serving as a required crewmember is not recommended. Also, for ASIs conducting evaluations for SAEs that conduct the majority of their tests in two-place aircraft, the ASI acting as the applicant for the flight portion of the evaluation, the ASI must be current with and qualified in the aircraft.

13. Disposition. We will incorporate the information in this notice into the FAA Order 8000.95, Designee Management Policy, in a change which will coincide with the implementation of the DMS for SAEs. Direct questions concerning the information in this notice to AFS-600 at 405-954-4431.



John Barbagallo
Deputy Director, Flight Standards Service